

University. There, he would meet the love of his life, LaRene Leavitt, and the two would soon dedicate their lives to raising their four children at their home in St. George.

Dean and his brother decided to purchase Bob's Garage and carry on the family tradition. Their shop—renamed Colorland Sales and Service—was not only a successful small business, but it allowed Dean the opportunity to pass along the skills he had learned from his dad to his own children as well.

Dean's career in public service began as a volunteer emergency responder in Washington County. As a stellar radio operator and licensed pilot since the age of 19, Dean's emergency coordination efforts through major disaster responses and other trials earned him experience and admiration from the communities he protected.

Impressed by his years of excellent service, Washington County offered Dean the critical role of county administrator, where he executed the policies set forth by the county commission. Then when a seat on the commission became available, Dean was encouraged to join the race. His candidacy was backed by three decades of local knowledge, by his expertise and broad popularity within the community.

Victorious, Dean then became the decisionmaker. Without a doubt, the hallmark of Commissioner Cox's legacy is his successful breakthrough in securing approval for the Northern Corridor project. His pragmatism and willingness to reach compromise was the key to resolving long-held disagreements between disparate parties. His efforts yielded a win for the transportation needs of the Nation's fastest growing State and a win for the wildlife conservation of its most beautiful.

Last year, 80 percent of his constituents reelected Dean Cox to be their Commissioner—80 percent. Despite this incredible achievement, illness would tragically force Dean to receive hospital care, including chemotherapy. To his character, Dean continued to serve while undergoing this treatment.

He passed away surrounded by loved ones, and he is survived by his loving family: his wife, LaRene; his son Jeffery, and Tanna, Matthew, Keira, and Camille; his daughter Elisa, and Quinten, Ethan, Anna, and Audrey; his daughter Kristen, and Thomas, Kate, Jonas, and Hailey; his son Edward, and Karen, Emery, and Everett.

At every step of Dean's remarkable career, his sweetheart LaRene stood by his side. Her love and support sustained him through decades of selfless public service, and now, LaRene carries on his wonderful legacy. Our great State owes Dean and LaRene Cox a debt of gratitude for their friendship and kindness to all and their indelible contributions to southern Utah's destiny.

Our hearts go out to them. We love them dearly and pray for happiness and joy in their ultimate reunion.

Mr. President, I yield the floor.

The PRESIDING OFFICER. The Senator from Wyoming.

BORDER SECURITY

Mr. BARRASSO. Mr. President, I come to the floor today to talk about the crisis at our southern border. We have the humanitarian crisis there. We have a healthcare crisis there. And we also have a national security crisis there.

Over the last 2 weeks, as I traveled the State of Wyoming, I heard from people all across the State about the condition of the southern border, and not surprisingly, the people of Wyoming recognize that there is actually a crisis at the southern border, and there is chaos at our border.

People across the State of Wyoming are shocked—shocked—at the way the Biden administration has been acting deliberately to weaken our national security and security at our border. We need to strengthen our southern border. Leaving the border open is like leaving the door to your home open; maybe some good friends will come through the door, but sooner or later, the wrong people will enter your home.

An open border is an open invitation, and it is an invitation to the whole world. Now, this includes drug dealers, sex traffickers, and it includes gang members, and it even includes terrorists. When President Biden took office, he flipped on the green light, and he rolled out the welcome mat. He sent a message to the world. The message was received: The border is open.

Since President Biden took office, 600,000 illegal immigrants have been arrested crossing the border. This is more than the entire population of my home State of Wyoming. Border arrests have gone up every month since President Biden has been in the White House.

Last month, a deputy Commissioner of the Border Patrol retired after 27 years in that office. His name is Robert Perez. Since leaving office, he has had a few things to say. He said: "What [Border Patrol is] seeing since February . . . is absolutely unprecedented." He said, "It's a crisis unlike anything I've ever seen. . . ."

Right now, we are on the pace to 2 million illegal immigrants. That is what we are looking at, 2 million illegal immigrants crossing the southern border into the United States this year alone. That is the most in two decades, and those are just the illegal immigrants that we know about. In addition, tens of thousands of additional illegal immigrants are coming across the border and are not being stopped.

At the same time, we are seizing more fentanyl at our border than ever before. The numbers are astonishing. This drug is so powerful that a fatal dose is the equivalent to just a pinch of salt. In the last 6 months, Border Patrol has seized enough fentanyl to kill every man, woman, and child in America. Some experts will say that the amount they have captured, in terms of the synthetic drug fentanyl, is a small fraction of the amount that is actually getting across the border every day. This would mean a quarter-

million pounds of fentanyl is likely to flow into the United States this year alone, and it is not just staying at our southern border. It is in every State of the Union.

Look, this just didn't happen. Six months ago, the border was nearly secure. Then Joe Biden was sworn into office, and he undid the successful policies of the previous administration. He stopped building the wall even though it has already been paid for.

Under the previous administration, asylum seekers had to remain in Mexico until their day in court. President Biden stopped that. He ended that policy, basically saying to everyone: Come in.

It does seem that anything the previous administration did that was done successfully, President Biden has chosen to do the opposite. This isn't policymaking; this is knee-jerk partisanship.

President Biden has had 6 months to fix the crisis that we are living with today. He is only making it worse, and he is doubling down on the mistakes he has already made. It wasn't enough to end the Remain in Mexico policy, which was successful and which Border Patrol agents tell me needs to be put back in place if the goal is actually to secure the border.

Now, the Biden administration seems to be actively looking for people who had to wait in Mexico under President Trump and let them into the United States. He is inviting them into our country, and he is not stopping there. He is going further.

Now, it seems like President Biden is going to open the door even wider. Last year, at the start of the pandemic, the previous administration closed our borders to people from coronavirus-impacted areas. This was a decision made by the Centers for Disease Control and Prevention. They did this under title 42 of our laws. This is a section of our laws related to public health.

Well, it is likely to have saved thousands of American lives and protected our public health. It has also helped our Border Patrol. They will tell you that. They will tell you that this has helped them to stem the flow of illegal immigration over the past year.

But now, President Biden, I understand, wants to end that policy—at least that is what the White House is telling the press. That means the crisis at the border is going to get even worse.

You don't have to take my word for it, listen to what Democratic Congressman from San Antonio, Congressman HENRY CUELLAR, had to say. He represents a district in Texas right on the border—lives there, goes home every weekend, talks to the people, and knows the situation on the border. He recently said ending the title 42 order is "going to provide another incentive." He said, "The drug cartels are going to start saying you can come in." That is Congressman CUELLAR, of Texas, and I believe he is right.

President Biden has removed almost all of the policies protecting our border. Title 42 is the last one standing. Now, he is going to take this one down as well. Well, if he does, it will open the floodgates. I would expect tens of thousands more illegal immigrants coming into the country. It would create even more chaos from criminals all across the land—not just from Mexico, but from all across the world, coming across our southern border.

As a physician, I am concerned about this decision from the fentanyl standpoint and also from the standpoint of the disease, the coronavirus and the new variants we are all dealing with. We know that people are coming from all over the world.

When I was at the border this spring, at the Donna facility near McAllen, TX, the border agents said they had arrested people from more than 50 different countries coming across that southern border from Mexico into the United States.

Now, this includes lots of places where the vaccination rates are much, much lower than they are in the United States and in some places where vaccines aren't even available.

At the same time, we are seeing new variants of coronavirus rapidly spreading across the world; variants that are coming from other places; variants that are deadly; variants for which the vaccines that we have here in the United States may not be as effective as we had thought or as we would hope.

So the country's threat for all of us is real. Since the pandemic began, more than 8,000 Border Patrol agents and officers have tested positive for coronavirus, and 32 of these agents have died of coronavirus.

When I visited the border, I saw firsthand how unaccompanied children were routinely exposed to coronavirus. When I visited, roughly 1 in 10 of these young people who had tested, tested positive for coronavirus. And they were all together in these holding pens, crammed in like sardines, one exposing the other and the other after that. These holding facilities packed 7,000 young people into one facility the day we were there, and they have exposed everyone in the facility.

And, of course, after their time in the holding facility, they are released—many of them released while positive. So as new variants spread around the world, this puts our Nation in serious danger.

That is why Republican Senators are sending a letter to President Biden. Our message to President Biden is this: Leave the CDC protection under title 42 in place. The American people need it. We need it from a public health standpoint. It protects our public health. It protects our border agents. It strengthens our border security.

There is enough chaos at the border already—too many drugs, too many criminals, and they are already crossing the border. We need to stop this knee-jerk partisanship. And we need to

get back to the policies that we know work; the policies that the Border Patrol tells us work; the policies that the Border Patrol advised the Biden transition team, prior to Joe Biden's getting sworn in and inaugurated as President of the United States, to keep in place.

We need to finish the wall that has already been paid for. We need to bring back the Remain in Mexico policy. We need to enforce the law. We need to close the loopholes. We need to slam the door shut on the drug cartels. It is time to secure our border once and for all.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. GRASSLEY. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

INFRASTRUCTURE

Mr. GRASSLEY. Mr. President, every State of the Nation has many infrastructure needs. In Iowa, we rely on our roads, bridges, air, and freight to move our goods and people throughout Iowa, throughout the United States, and eventually throughout the world. I am encouraged that a bipartisan framework has been agreed to for moving forward on an infrastructure bill. I will be interested in seeing more details about the policy and the way to pay for the bill as the bill proceeds forward.

Today, I would like to discuss one aspect of infrastructure, and that is our inland waterways. For Iowa, that is the Mississippi and the Missouri Rivers. For other States, it is a lot of other important rivers.

I ask my colleagues to take this important mode of transportation into account as they work on legislation. I have also sent this request in a letter to both the Senate Environment and Public Works as well as the Appropriations Committees.

The inland and intercostal waterways and our ports are vital to the United States and serve 41 States throughout our Nation. Shippers and consumers depend on the ability to move around 630 million tons of cargo each year, valued at about \$232 billion on these waterways. In turn, the inland waterways system supports well over half a million jobs.

Now, I am going to go into some of the information that is on the chart here.

Our Nation's inland waterways system also provides a safe, cost-effective, fuel-efficient, and environmentally friendly way to move our bulk products. This translates into more than \$12 billion annually in transportation savings to the American economy.

Furthermore—and when I say “furthermore,” this point is important for the environment—1 gallon of fuel oil allows 1 ton of cargo to be shipped 647

miles by barge as compared to 477 miles by rail and only 145 miles by truck.

In addition, the inland waterway transport generates far fewer emissions of hydrocarbons, carbon monoxide, and nitrous oxide than rail or truck per million tons of miles does.

As for safety, there are 21—let's say 22 rail fatalities compared to 79 truck fatalities for every 1 fatality on the waterways system that I am addressing.

By moving goods on inland waterways, we are helping to relieve congestion on the roadways and adding to the Nation's economic prosperity. Moving goods on inland waterways is the most efficient transportation mode. A typical inland barge has a capacity 15 times greater than 1 railcar and 60 times greater than 1 semi-trailer truck. One 15-barge tow can move the equivalent of 216 railcars pulled by 6 locomotives or 1,050 semi-trailer trucks, just as a comparison of the efficiency of this mode of transportation. If the cargo transported on the inland waterways each year had to be moved by another mode, it would take an additional 16 percent more tonnage on the railroad system and 49 million truck trips annually to carry the same load.

U.S. trade policy and its effects on exports, and in particular agricultural exports, have a major impact on the U.S. water transportation system.

The United States is the world's largest agricultural exporting country. U.S. agriculture exports in 2018—the last year we have figures for—generated more than \$300 billion in economic output and directly supported more than 1 million jobs.

According to the U.S. Department of Agriculture, about one out of every three acres farmed in our country are planted for export. Agricultural exports account for about a quarter of farm cash receipts, in which 73 percent of these exports and 65 percent of imports were carried on U.S. waterways. American farmers need foreign markets to sell commodities and value-added agricultural products.

Compared to the overall economy, U.S. agriculture is twice as reliant on overseas markets. Consumers in developing countries around the world choose different foods to eat as their incomes rise. As a result, then, there are emerging opportunities for exporting more meat, dairy products, and farm commodities. U.S. exporters need to be able to take advantage of those opportunities with only 96 percent of the world's consumers living outside the United States. Obviously, for the 4 percent of the people who live in the United States, if you want to market, you are going to spend a lot of time marketing to that 96 percent who live outside our country.

As the largest exporter of agricultural products in the world, the United States delivers high-quality, reliable products to consumers around the globe. Now, here at home, these exports are essential to profitability in